

October 1, 1978

October 15, 1978

VOLVO
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October 22, 1978

No. 3299

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ADVERTISEMENTS

Continued from Page 15

SERVICES

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THE McTay group, which
took over the Fife boat-
building yard of James Miller
and Sons Ltd., is to build a
new slipway at St. Monans.
Fife Regional Council has
tried to raise cash for the
slipway to save boatbuilders
from redundancy, but have
been unable to get the
Government to foot the bill.

THE 18th Annual
Conference and Symposium
for Food Compounders is to
be held in Cape Town, South
Africa, from November 1-5
this year. During the five
days, all matters of current
commercial and scientific
interest to the industry and its
users will be reviewed.

THE Scottish trawler
Vigilant, which recently sank
off the Berwickshire coast,
has broken up according to
divers who have surveyed the
wreck.

BUSINESS FOR
SALE

ATTRACTIVE business propo-
sition retail fishing tackle plus
furnished house and small cafe. Cafe
already let on lease good tenant south
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WANTED to hire, with view to
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in
BRIEF

ASSOCIATED Fisheries
Engineering (Scotland) may
be nationalised under the Air-
craft and Shipbuilding Bill
before the House of Lords.
Lord Campbell of Croy raised
the issue when the Bill was
given a second reading in the
Lords last week and it will be
raised again later.

SHEPHERD Islands Council
is to send representatives to
London and Brussels to put
Shepherd's case for an ex-
clusive fishing limit. Coun-
cillor F. L. Dainty said the
Government is now wavering
about whether to act on its

Cod deal nerves

From page one

the present interim arrange-
ment is running out, and all
concerned in the fishing in-
dustry are very anxious.

"Hull now has only about
24 wet fishing trawlers and, of
these, about 95 per cent fish
off Iceland.

"Meanwhile, as the
strength of the port's wet fish
fleet has declined and the
volume of fish landed has
fallen, a lot of people have
been leaving the industry and
its ancillaries.

"The situation could
worsen unless talks go ahead
as soon as possible — and
some worthwhile settlement
with Iceland is reached."

Whether Icelandic
Premier, Gair Hallgrímsson,
has been re-approached is far
from clear. Some weeks ago

own because of this poor
response from the EEC.

PRINCE Charles spent part
of August fishing inside
Iceland's 200-mile limit
without any quotas. He was
not poaching aboard a
trawler, but spending a
'hushed-up' week at a guest of
the owner of a salmon fishery.
He caught 43 salmon described
at 'good-sized'.

MOREP LTD., UK agent for
Promac ice-making
machinery, has pointed out
that the machine pictured in
this week's *Fishing News* (October 8) is
a water tank used for fitting
inside a trawler's hold intended
for purposes only. Usually
only the small flake ice unit is
sited in the hold, while the
compressor / refrigeration
unit can be fitted in the
engine room.

the Icelandic daily
newspaper *Morgunblaðið*,
which supports his own
Independence Party,
reported him as saying ex-
ploratory talks had taken
place at the end of July.

No decision had been taken
on when talks would be
resumed and he did not ex-
pect any developments until
October, although he ex-
pected the EEC to announce a
200-mile limit in the
summer.

Rather gloomily he said the
EEC countries were yet to
develop a coherent fisheries
policy, neither amongst

themselves or externally.
Iceland had no interest in
pressing for more talks at that
time.

He ended by stating:
"Nevertheless, it is obvious
we have little leeway in such
negotiations because of the
current state of the fish
stocks."

"What happens next after
December 1 depends upon
whether we find it worthwhile
to gain access to fishing
waters inside the EEC 200-
mile zone. So far, there has
been no indication as to what
the EEC countries have to
offer us."

LOWESTOFT skipper,
Victor Ernest Crisp, died
last week aged 75.

He went to sea at 13 as a
cabin boy on a sailing smack
and his first command was a
pilot cutter converted for
trawling. He later joined Con-
solidated Fisheries with Volvo
as a first command under
steersman.

He subsequently sailed on
several trawlers in the W. H.
Pod fleet, and his career at
sea was full of incidents. One
of the most hazardous was
during the last war while he
was skipper of the *Boy Clifford*,
which was badly damaged
after being ordered to take
news of a bombing incident at
Lowestoft to another local
ship, *Pilot Jack*, in the Bristol
Channel.

He was in *Lucky Lady* sail-
ing off Milford Haven when
he saw the *Warwick* torped-
oed in the Irish Sea and
picked up a number of
survivors.

He was always deeply in-
terested in the development
of diesel power and after the
war moved to the Boston Co.

OBITUARY

He was closely involved in
design improvements and his
commands included *Boston*,
Swallow, *Hunter* and
Pegasus.

He was Lowestoft's top
skipper with *Pegasus* in 1950
and was still in command
when he was forced to retire
because of ill health some
years ago. He undertook a
number of delivery trips in
later years.

SKIPPER Edward Harrie
MBE had died at
Fleetwood aged 72.

He gained his skipper's
ticket at 21 and spent more
than 40 years, until retiring at
65, in command of vessels
owned by the former Dinas
Steam Trawling Co., mainly
working the Iceland grounds.

After retiring he worked on
a river pilot at the port for
two years. He received his
MBE while trawling during
the last war.

50
years ago

Revisiting some of
the stories which appeared
in our columns this week
years ago.

OCTOBER 16, 1928
FOREIGN steam trawlers
invade fishing grounds
from Start Point to Falmouth. Fisheries cruiser
HMS Dart sent to the
grounds.

HELLYER Bros., trawler
owners, send 'mother
ship' *Helder* to Greenlee.
She is fitted with special
derrick to launch a
small motor boat with
line for halibut.

During their stay, they met
the EEC Agriculture Com-
missioner Mr Pierre Lar-
rains who, they said,
appeared deeply concerned
with the conservation of fish
stocks.

In the House of Commons
last week a call for a Com-
munity debate on the fishing in-
dustry was turned down by
the Leader of the House Mr
Michael Foot. Mr Foot said
he would ask the Minister of
Agriculture, Fisheries and
Food, Mr John Silkin, to
make a statement to the
Commons.

LATE NEWS: The Colne
Fishing Company of
Lowestoft has bought five
middle water trawlers
seized by the White
Fish Authority from Sir
Thomas Robinson & Son
of Grimsby. The vessels are
Samaritan, *Thessalonian*,
Librian, *Olician* and *Ju-
dean*. Another vessel
Philadelphia, has been
sold abroad. See page 4.

FLEETWOOD'S in-
shoremen met last week
to decide how to end the
deadlock over a 25 per
cent rise in dues claimed
by the British Transport
Docks Board. The mon-
ey would be used to pay the
crew of four men and a boy.

director of Grimsby owners
and agents A. E. Richardson
& Co. Ltd. which sold the
catch, presented an engraved
souvenir to Skipper Ackyx
and pen and pencil sets to the
crew of four men and a boy.

Nevertheless, *Zephyr* made
an 845-kilol landing on the
Monday — including over
700 kits of plaice — and
became the first beamer to
top £20,000 at Grimsby.

Later, to mark the occa-
sion, a small celebration
dinner was arranged and
Fred Harrison, managing

Top ship was the stern
trawler *Gouino* (Skipper
Charlie Scott). On a 22 day
trip she caught 1,200 kits,
including more than 1,000 of
cod, 100 of mack halibut, 60
of coley and 40 of reds. The
catch sold for £36,128.

Less successful was the
Boston stern trawler *Boston*
Beverley (Skipper Hugh
McMillan) which managed
only 880 kits, including 700 of
cod and 100 of coley. But the
catch met a good market
which gave the vessel an
average of more than £30 a kit
and a grossing of £26,083.

Two vessels, which have
been mentioned as possible
ships for the exercise are *Ar-
mona* and *Nauena*. However,
the firm has made no com-
ment on the rumour.

New moves in
Fleetwood
dues increase

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Good markets make
up for slack fishing

FISHING has been slack for
Fleetwood trawlers
working Iceland but, with
cod overvaluing more than
£30 a kit, the vessels are
returning to port last
week managed to salvage
something.

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Iceland
talks
'soon'

A FLEETWOOD delega-
tion which flew out to
Strasbourg last week to
emphasise the problems fac-
ing Britain's fishing in-
dustry in general and
Fleetwood's in particular
were informed that
negotiations with Iceland
on a follow up in the Olan
agreement were to begin
shortly.

The party consisted of Mr
Peter Hewitt, president of
Fleetwood Fishing Vessel
Owners' Association, the
association's General
Manager Mr Mark Hamer,
Skipper Victor Buschini jnr
and Mr David Rainford,
chairman of Fleetwood
Inshore Fishermen's Association.

Mr Hamer said on their
return: "As we stated on leav-
ing our aim was to put over
two main themes forcefully
— we would — the vital need
for a 50-mile exclusive fishing
zone for Britain and for com-
munity fishing at Iceland."

During their stay, they met
the EEC Agriculture Com-
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NOT EVEN
12-MILES
EXCLUSIVE

BRITISH fishermen
will be expected to
share a 12-mile coastal
limit with licensed
boats from other EEC
countries. This is im-
plicit in proposals put
forward by the Euro-
pean Commission in
the Council of
Ministers for a revision
of the Common
Fisheries Policy.

It was the fear of this new
policy which provoked Irish
foreign minister, Dr. Garrett
Fitzgerald, to balk at attempts
by EEC ministers this week
to establish a 200-mile Com-
munity limit. Ireland along
with Britain has been press-
ing for a 50-mile exclusive
zone but, Ireland first wanted
safeguards on her coastal
zone before she would agree
to a move which would see
her contributing more than 20
per cent of a 200-mile zone.

With Britain needing the
Community 200-mile limit as
a lever to set up a new agree-
ment with Iceland when the
present one runs out on
November 20, Foreign
Minister, Mr. Anthony
Crookland, warned that we
might have to go it alone
and get a deal with Iceland.

Mr. Crookland said: "I can-
not sit on my hands and do
nothing. If there were going to
be no Community
negotiations with Iceland,
there would have to be

bi-lateral ones. But this is a
disaster which I hope will not
happen."

Referring to the Irish move
to trade off a coastal limit
against a 200-mile Commu-
nity limit, a spokesman for the
British Fishing Federation

will be the licensing of all
community vessels.
Special recognition will be
given to coastal fishermen es-
pecially in Scotland and
Ireland. A Community
reserve system for compensa-
tion in areas where fishermen
are most affected by cut-
backs.

In the short term a
"dracoman" curb on catches
is envisaged, to maintain the
fisheries in the long term.

Threats
go out

PORT BLOCKADES and
hasslement of foreign
vessels are among the ac-
tions being considered by
fishermen as a result of the
EEC limit negotiations. This
threat was put out following
meetings last week in
Dublin between fishermen
from Scotland, Northern
Ireland and the Irish
Republic. English and
Welsh fishing organisations
have also pledged support.

said that these were two com-
pletely separate issues. "A
major concern to us is the
Icelandic situation. We are
not sure how this has got con-
fused with the limit issue."

"The EEC Commission has
undertaken to negotiate with
Iceland. We expect them to
do so."

Main points from the new
EEC policy proposals are:

- Declaration of a 200-
mile Community zone
from January 1, 1977.
- Agreement with non-
EEC countries on rights of
access.
- 12-mile zone for
coastal states.
- Maintenance of
traditional rights by
member countries inside
a 12-mile zone.
- Reduction and
reshaping of Community
fleet.
- Community catch
quotas and conservation
measures.
- Licences for all Com-
munity vessels.

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tronic techniques to maintain the very high stan-
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October 1, 1976

October 22, 1976

October 22, 1976

FISHING NEWS

COMMENT

APART from its disastrous attitude towards coastal zones, the proposed revision of the Common Fisheries Policy does embody many of the points being made by British fishermen.

Nobody would disagree that a system of management and conservation of fish stocks was necessary or that industrial fishing should be phased out. What is difficult to understand is how far the Commission would be prepared to go to enforce these aims. For instance, a ban on industrial fishing would almost wipe out the Danish fishing industry.

On conservation, the Commission proposes to calculate an annual catch limit for each species of fish. But whose figures would they take? Already it had been seen through experience with the North East Atlantic Fisheries Commission, that scientists from some individual countries have been politically motivated on the figures they supply.

Already special reserve quotas have been mentioned for Irish and Scottish fishing communities, but there will be many English and Welsh fishermen who will want to know why they are not being treated in the same way.

We agree that system of licences COULD be the most effective method of management but even this is open to all sorts of suspicion. Already we have seen some strange looking boats with numbers painted out operating from South-West ports, no doubt trying to establish traditional fishing rights.

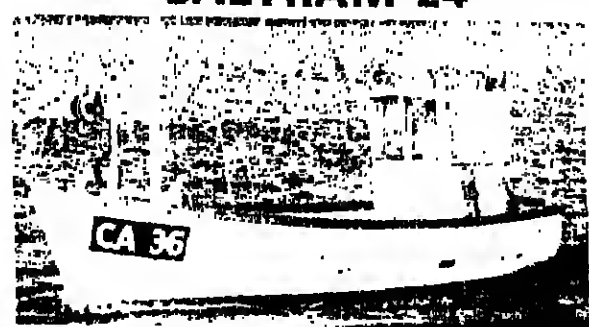
All in all, the theory of conservation and management in the present proposals looks good. As ever, suspicion centres around whether it could be put into practice with countries which have already shown that they see rules as something to be broken.

fishing news

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Assistant Editor: Ian Strutt
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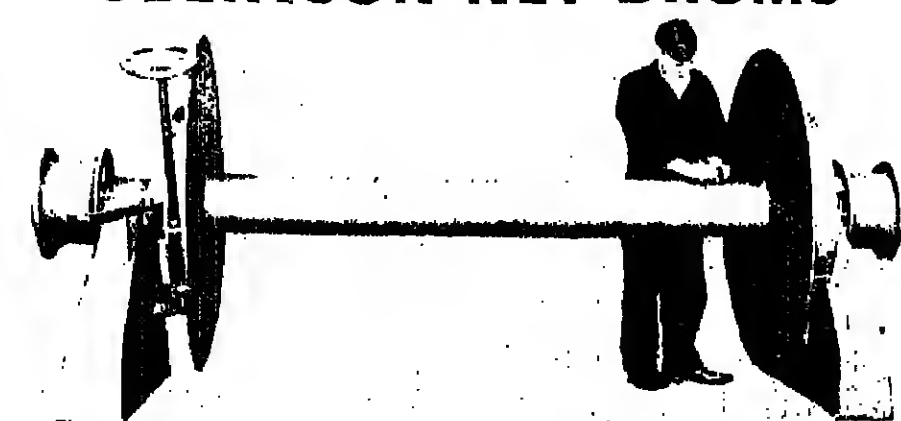
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DOCK STREET, FLEETWOOD, FY7 9JH
Telephone: 3414 Telex: 87231

Herring taken

Continued from page one
made for them while our own fishermen have to go high and low looking for other fish," he said.

"I'll bet there are many fishermen who do not know that foreigners are not covered by this ban."

Colin Chandler, fisheries officer at Fleetwood, said that the position was not straight forward. The North East Atlantic Fisheries Commission had set the North Irish Sea quota of 14,000 tons for this year.

"This was a voluntary agreement by the member nations because of the danger of over-fishing. In view of the quota figure being approached it was decided that herring fishing licenses would be suspended until later in the year."

He said that international links made it very difficult to implement regulations immediately for all nations. If measures had to be applied in a hurry, it was decided that the regulation would only apply to British vessels as 90 per cent of the herring taken from the waters in question were caught by British vessels," he added.

'GASSED'

TWO Danish fishermen drowned onboard their fishing boat as they left Lerwick last week.

The boat, *Minors*, was heading for Denmark with about 100 tons of industrial fish. The men were overcome by fumes and died.

'We will not be responsible for our actions'

REPORT FROM:
TOM MACSWEENEY

FISHERMEN from the Irish Republic, Northern Ireland and Scotland, have threatened that they "will not be responsible" for their actions, if politicians fail to negotiate a 50-mile exclusive fishing limit for Ireland and Britain.

Meeting in Dublin on Thursday, October 14, the fishermen received messages of support from English and Welsh fishing organisations. General secretary of the Scottish Fishermen's Federation, Mr. Graham Fulton, said they would not rule out port blockades and harassment of foreign fishing vessels. The situation was so serious that unless the limit was granted, Britain and Ireland would have no fishing industry in a very short number of years.

Capt. William Long, a former Northern Ireland Minister for Agriculture and Fisheries, representing Northern Ireland fishermen, said that other EEC nations were currently increasing activity off the British and Irish coasts in an effort to establish rights which they could later claim were "historic rights" and justify remaining there for ever.

He described the proposal for quotas as "coddling". No one could determine where fish were actually caught and the foreign vessels could land in their own ports and claim what they liked, he said. His

There was more support at week's end for the Irish fishermen from the Irish Fish Processors' Association, whose chairman, Mr. Brian Love, warned in a national statement that thousands of onshore jobs were at risk. "In a time of heavy unemployment, this is vital to consider," he said.

The talks took place on Thursday, October 14, back in Dublin the following day the Irish Ministers held the Cabinet.

The Irish situation for Council of Ministers meeting on Monday, October 18, was one of total opposition but aware that only British support could save attitude and that they were numbered 7 to 2.

Talks

As fears grew that the EEC could phase out a small country like Ireland, the Republic's Foreign Affairs and Agriculture and Fisheries Ministers, with the Minister for Fisheries, went to London for talks with the British Foreign Affairs Minister, Mr. Anthony Crookland; the British Minister for Agriculture and Fisheries, Mr. John Silkin; and the Scottish Secretary, Mr. Bruce Millen.

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Thirty five Cornish boats came back to port with just 100 tonnes of mackerel between them one day earlier this week. This was a particularly black day, but the average catch per boat per day this season has only been 75 tonnes, compared with 100 tonnes in 1975.

The average price the 22 catches in the market fetched between 40 and 60p a stone. With three or four men on a boat, it does not take an economic wizard to see the gloom in the situation with running costs forever on the increase.

Grimsby trawler at Plymouth

IN ONE drag Grimsby trawler *Real Modrak* took 40 tons of mackerel this week.

Consolidated Fisheries' newly-converted multi-purpose vessel left Grimsby last Friday morning on her maiden voyage in her new role. She is now based at Plymouth.

Command of the 140ft vessel, which can still operate as a conventional trawler, has gone to Skipper Eddie Collins, who has skippered her previously on distant water grounds, but more recently has commanded for Grimsby.

Harbour dues to go up

HARBOUR dues at Bridlington which have remained unaltered for three years will certainly be increased next year.

But harbour users were reassured last week that the increases would be kept to an absolute minimum.

Barry Grey, chairman of the Harbour Committee of Bridlington Harbour Commissioners, said at the annual meeting that the members were very conscious of the sensitive reaction to the raising of harbour dues.

"We would reassure fishermen and other harbour users that the benefit of stringent economies by the commissioners will reflect in a modest increase as will continue the financial viability of the harbour," said Mr. Gray.

BIG TRIPS AT HULL

TWO TRAWLERS easily beat the £50,000 mark at Hull this week. From a 23-day trip to Iceland, *Ross Canaveral* made £50,282 for 2055 kits.

This was followed by *Somerset Maugham* with £53,390 for 1953 kits, after a 26-day voyage to the White Sea.

Scots set up in Plymouth

AN ADVANCE party of Scottish trawlers has arrived in south west waters and set up base at Millbay Docks, Plymouth. The boats are *Serepta*, *Amethyst* and *Que Vive*.

Another Scottish vessel, the recently lengthened *Perseus* will also be working out of Plymouth.

On their first trip out after mackerel the trawlers were caught in last Thursday night's ferocious gales and had to shelter in Falmouth Bay. On Saturday they landed between them 100 tons of mackerel. This was followed on Tuesday by a further 160 tons landing.

The Scots are lending to a specially-formed subsidiary of Christian Salvages Ltd., called Plymouth Fish Sales Company. Barry Moyle, general manager of Christian Salvages in the south west, said this week that the Scottish boats were from the Peterhead and Fraserburgh area.

He said it was difficult to give a name to the 80ft trawlers' home port because they landed in many different places. Saturday's catch had in part been exported to

France and in part frozen for export, some of it to West Africa.

Mr. Moyle, a Cornishman, stressed that his company was handling catches from Cornish boats, too, and said there was no aggravation between the Cornish and Scots "who recognised each other as professionals."

Asked what size catches the new subsidiary was capable of handling, Mr. Moyle replied: "Logistics will be the important thing. We will develop our facilities as necessary as far as we can to cope with the boats coming in."

Mr. Moyle said he had no

idea what other Scottish vessels might be coming.

If present catches off the Cornish coast are anything to go by, the Scots might not be tempted to come in any number. There is as yet no sign of the heavy mackerel shoals which were found at this time last year.

The manager of Cornwall Fishermen Ltd., in Falmouth, Dave Culling, said that on Monday, CFI, and the Flushing and Falmouth Fishermen's Co-operative did have about 35 boats out — which between them had landed a more 100 tonnes of mackerel.

NEW PORT SEINE RECORD

SKIPPER Patar Stephen and his crew of the Peterhead-registered *Harvest Hope* came close to beating the Scottish record for a seine net trip on Saturday. They landed 695 boxes at their home port for a grossing of £13,800 after a five day trip.

The record was set up three days previously at Aberdeen by Skipper Dave

Smith and his crew of the Kirkcaldy-registered *Argonaut IV* with a grossing of £13,014 from 730 boxes.

Skipper Stephen and his crew struck a heavy shoal of codling and cod and the prime quality of the fish ensured a keen demand as only five boats landed on Saturday with a total of 1,829 boxes.

'Orion' tops

BUT'S *Ross Orion* (Skipper N. Clarke) hunk from a 25-day White Sea-Bear Island trip topped Hull's Monday market by making £63,075 for 1,788 kits.

Another of the company's vessels, *Ross Canaveral* (Skipper A. Walker), hunk from a 23-day trip to the Icelandic coast, made £49,197 for 1,412 kits. It was expected that about 700 kits remained on board for later discharge.

Harvest Hope's catch set up a record for Peterhead. The previous best of just over £11,000 was established by Skipper Willie Campbell of the Lossiemouth seiner *Ajax*.

The continuing firm demand for all varieties was reflected in the collector's returns submitted at a meeting of Peterhead Harbour Trustees. It was revealed that the value of white fish landed and sold at Peterhead during September was £1,340,486, compared with £875,680 in September 1975, and dues on white fish for the month rose by £13,117.

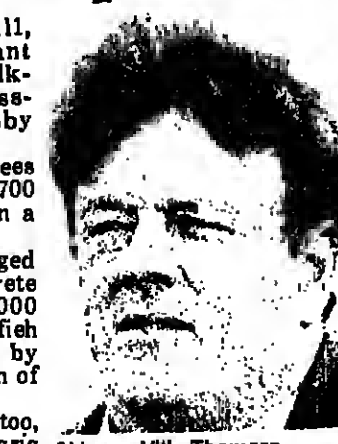
Hall hits the high spots on £61,193

SKIPPER Eddie Hall, relieving in BUT's distant water trawler *Grimsby Gif*, chalked up a career-best grossing of £61,193 at Grimsby late last week.

After a 22-day White Sea trip, he turned out over 1,700 kits of cod and codling in a final tally of 1,876 kits.

Northern Gif averaged £32.81 per kit and, if this rate holds, the first £100,000 grossing by a British wetfish trawler is "up for grabs" by any vessel landing a catch of around 3,000 kits.

It was a big cod catch, too, which helped BUT's *Vivara* (Skipper Roy Kurz) to second spot with £47,055 from 1,576 kits after 22 days to Iceland.

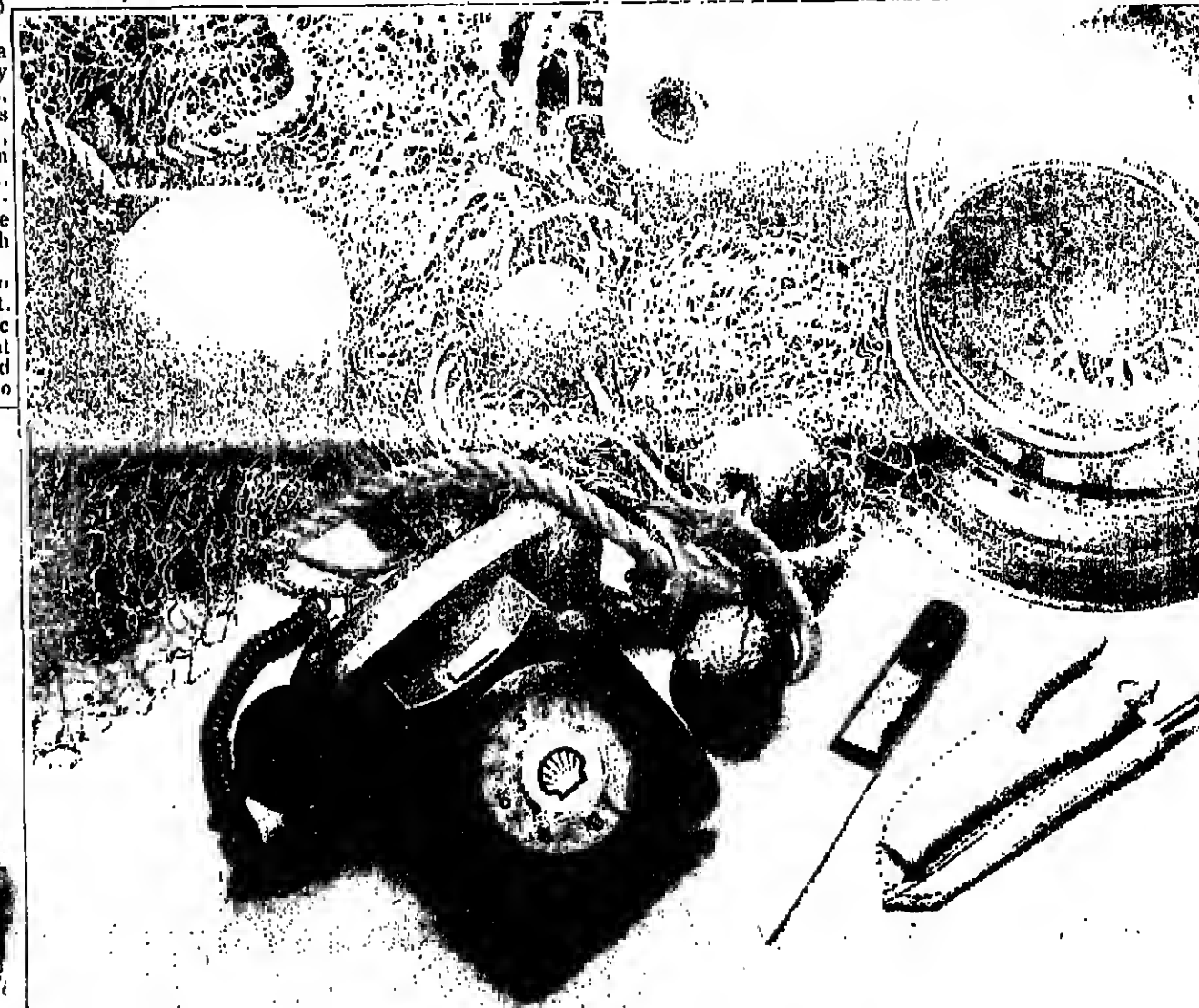


Skipper Eddie Hall.

The overall picture was again one of buoyant markets created by yet another short-fall of landings. Agents Fylkir Ltd. attempted to improve the supply position by bringing in more Icelandic vessels, but they were just as badly affected by slack fishing on their home grounds as the Grimsby detent waters.

Nevertheless, *Sigluvik* was a 1,181 kit, *586* kits, but *Okino* (£14,289), *Kyoto* (£13,288) and *Nanako* (£12,887) also did reasonably well.

Skipper Villy Thomsen landed the best trawler *Boston Wellvala*, for the week, making £8,829 for 311 kits, against through Frank Chapman & Sons Ltd. Close, second was *Sandra* with 808 kits.



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TOP SKIPPER DIES AT SEA

THE BRITISH deep-sea trawling industry has lost one of its most notable and popular sea-going figures through the sudden death at sea last weekend of Robert Bertram (Bob) Warren, 43-year-old skipper of J. Marr and Son's Hull based *Westella*. He died just after the vessel had started fishing.

The trip was ended prematurely, and Skipper Warren's body was brought to Hull on *Westella* on Wednesday.

Meanwhile, radio news of Skipper Warren's death was broken to relatives by David Seltzer of the Royal National Mission to Deep Sea Fishermen.

CORRECTION

THE PLYMOUTH boat *Seafarer*, now up for sale, has recently had £3,000 spent on her to bring her up to DoT survey standards. In our report last week, it was stated that this vessel had been hulled from fishing and needed money spent on her before she could go to sea again. This was incorrect and we apologise for any confusion this may have caused.

going to sea for 27 years. He began as a deckie learner, and later commanded various Marr ships including *Benello* and *Brucello* before taking over *Westella* in April 1978.

That year *Westella*, with earnings of £35,745, was the third highest grossing vessel and in 1974, Skipper Warren, still with the same side-winder, lifted its annual earnings to £463,475, the highest in Britain up to that period.

Bob Warren vice-president of Hull Trawler Officers Guild, will be a much missed figure and, in tribute to him, flags were flying at half-mast at Hull Fish Dock this week.



Skipper Bob Warren

Russian pays up £95,000

LAST FRIDAY the Russian trawler skipper, Nikolai Shinkovsk, convicted of illegal fishing inside Irish limits, lodged a bank guarantee for £95,000 with Cork District Court.

His trawler, *Belomorje*, sailed at midnight that night with her gear and catch aboard.

Notice of an appeal was also formally lodged, but it was felt in Cork that no actual appeal would take place and the £95,000 was compensation in lieu of confiscation.

The money will go to the Irish Government, via its Department of Justice.

At Cork District Court, Department of Agriculture and Fisheries officials valued the gear and catch at £122,780, but the District Justice reduced the figure to £95,000 after appeals by the

Russians. They offered the Irish Department of Agriculture £30,000 to get the gear back, but this was refused.

John McGettrick, a department inspector, valued the gear and catch as follows: 1 trawl dooms £8,000; 1400; 12 trawls £71,000; netting £17,250; portions net, wings and guide line £4,400; nylon twine £2,300; steel rope £2,640; ordinary rope £310; hobbits, flar-rubbers, bridles, straps and wires £3,975; miscellaneous £700.

Value

About 40 tons of fish were found aboard and valued at £8,580; 44 tons of fish and 900 tons of fish were valued at £5,225. The catch was composed mostly of mackerel and white fish.

At first, the Russians had opposed Naval officers helping the department in locating gear and catch. The officers, who wanted Naval help because the Russians were believed to be hiding catch and gear, lost inspection and confiscation got a Court order for help.

Police probe blaze at fish store

SAMPLES from a fire at Plymouth fish store have been sent for forensic analysis in the police laboratories at Bristol.

The fire broke out last week at the Devon Crab Export Company's premises at High Street, Barbican.

Only three weeks ago, builders had finished the roof of the building which had been destroyed by a fire in March. It was the latest out of a series of fires which have been caused by the company's premises where fish are stored. The fire caused damage estimated at thousands of pounds. The company is now looking for a new site for its premises.

Fishermen lose rent objection

A DISPUTE between Bridlington Harbour Commissioners and fishermen over rent of the harbour warehouse has been settled in a reserved judgement by Judge A. C. Lauriston QC of Baysley Crown Court last week.

The judge, who was considering 23 objections to proposed increases from an earlier hearing (Fishing News October 14), said that the proposed by the harbour commissioners would be a proper economic rent.

The fishermen were objecting to such a large increase but the judge said that the original rent of £1 was relatively low even in 1950 when it was fixed.

Stability: more boats with big problems

A FIRM of Scottish naval architects closely involved with modifications to the seiner trawler *Persevere* (formerly *Silver Lining*) is now looking into serious stability problems on another ten vessels. Among the vessels being investigated by the Neper Company of Arbroath are brand new boats.

In more than one case, stability calculations have been carried out on fairly new vessels and inadequacies have been found.

All ten vessels are in the 50-80ft. range and in some cases the investigations have been requested by builders as well as owners. Naval architect Mr. M. J. Napier, told *Fishing News* this week that the problems with *Persevere* seem to have made a lot of skippers reflect on the state of their own vessels.

Last week, the chairman of the Herring Industry Board, Dr. Lyon Dean, had urged all owners who had fears about the stability of their vessels to contact the Department of Trade.

There have been complaints from skippers that the HIB and WFA have refused to pay for stability calculations.

A spokesman for the WFA told *Fishing News* this week that where modifications resulted, the cost of the calculations would be included in any improvement grant made.

Persevere, which had £15,000 spent on her to improve stability is expected to

run trials from the Bideford Shipyard this week. She has been lengthened by 11ft. 8in. and the design of her fuel and water tanks altered.

While the modifications were being carried out, *Persevere* was also fitted with a new 24in. Rapp power block mounted on a Hiab crane. Her wheelhouse also had a face-lift with an Elac sonar and sonar scope and Decca 080 radar being installed.

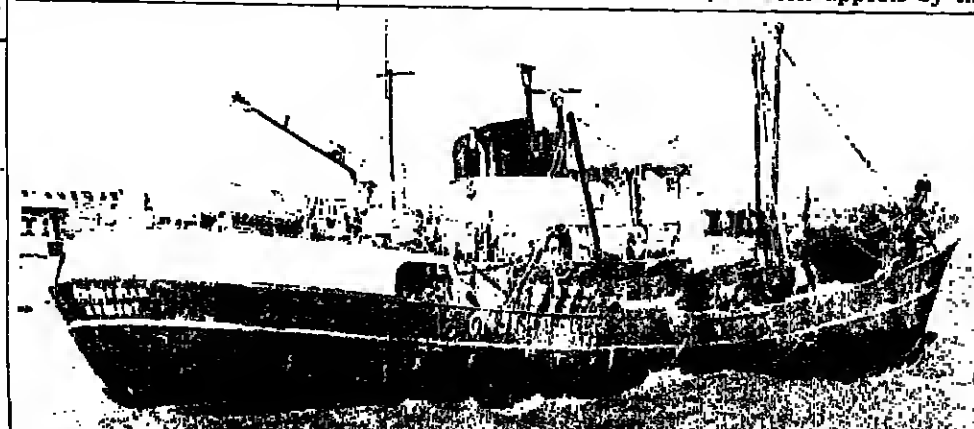
... ON THE MACKEREL

SKIPPER Peter Johnston has recruited a crew from Newlyn, Cornwall to work aboard *Persevere*. After sea trials are completed, the vessel will move round to Plymouth, Devon, where she will be based for mackerel fishing.

Arrangements have been made for landings from *Persevere* to be handled by the firm of Dnanun, which has also been acting on behalf of the Aberdeen - registered purse seiner *Quo Vadis*.



Below: The 'new-look' *Persevere* seen at her mooring in the River Torridge, Devon, after a £75,000 refit at Bideford Shipyard to improve her stability. An 11ft. 8in. centre section has now stretched the vessel out to 97ft. Right: On board *Persevere*, Mr. G. Trinder, managing director of Bideford Shipyard (left) and Dr. W. J. Lyon Dean, chairman of the Herring Industry Board. *Persevere* will start fishing again from Plymouth.



Rhodesian — the WFA deal puts her in with Taylor's.

Trawler firm expands

GRIMSBY middle water trawler owners H. L. Taylor Ltd. — the only firm at the South Humberside port which has increased the size of its fleet in the past year — are expanding again.

The former top Robinson trawler *Rhodesian* was hand-

ed over on Monday, October 18, by the White Fish Authority, which had repossessed the 131ft. vessel along with several other trawlers when Sir Thomas Robinson & Son (Grimsby) Ltd. decided to pull out of trawling completely in August.

A year ago Taylor's took over the former Robinson trawlers *Ephesus* (now renamed *Kyoto*) and *Chiloean* (now *Nahao*) in a deal which increased its fleet from seven to nine trawlers.

Encouraging

The addition of *Rhodesian*, basically an earlier version of *Kyoto* and *Nahao*, is particularly encouraging for Grimsby as it was feared disposal by the WFA would mean the entire fleet moving elsewhere, and owners at Lowestoft were known to be very interested.

Rhodesian was built by Cochrane & Sons Ltd. at Selby in 1957 as a new vessel for the Robinson subsidiary, the *Onward Steam Fishing Co Ltd*. She is fitted with 950

bhp British Polar engines. It is not known whether Taylor's also put in a bid for *Somorian*, the sister ship to *Rhodesian* in all respects, and which like *Rhodesian* was one of three Robinson vessels still fishing when the fleet was repossessed, but it seems likely and if successful would reunite the four sister ships, once the backbone of the Robinson fleet, under the H. L. Taylor banner.

Last weekend the WFA were still processing deals for the other Robinson vessels, but declined to give details although it was understood at that stage two sales had been finalised.

Now Grimsby waits to see if the other deal was with *Somorian* and hopefully to Taylor's.

Last Friday a spokesman for the WFA in Edinburgh told *Fishing News* it hoped the bulk of the former Robinson fleet would be "away in the next ten days, or so", but he would not name any vessels and the news of the deal with *Rhodesian* leaked out in Grimsby around midday.

McTay Fishing vessels in STEEL!

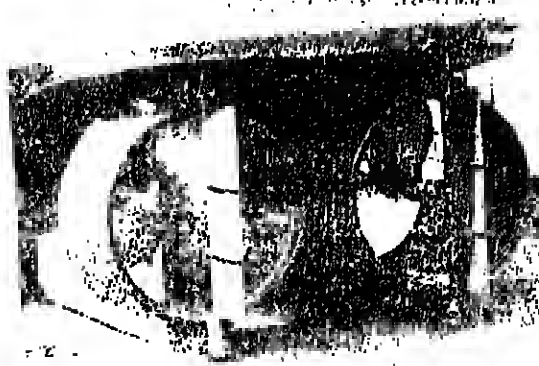


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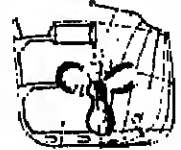
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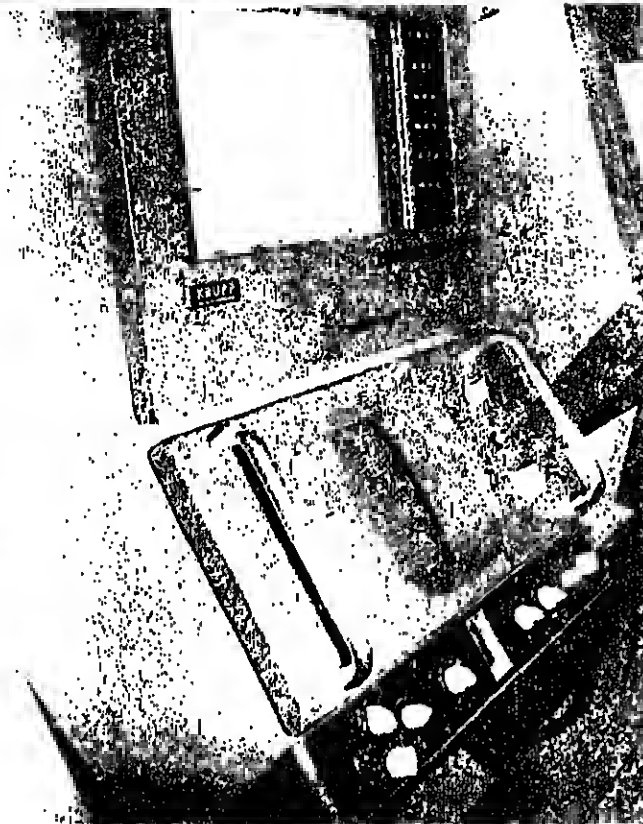
CATCH '76 REPORT SOUNDER OF THE FUTURE

ON DISPLAY for the first time in the UK at Catch '76 was the new Atlas 790 DS deep sea echo sounder designed for vessels searching out new fishing grounds and little used fish species.

The 790 DS offers a new flexibility in fish detection and is designed to enable a vessel to work efficiently in any kind of fishing operation that she may undertake in the future.

The sounder was displayed by Brown and Perring Instrumentation Ltd., UK agent for Atlas Elektronik echo sounders, radars, Loran and Omega equipments.

The company also markets a range of radio telephones, speed logs and the Brown and Perring autopilot, all of which were on show in the Krupp Atlas Elektronik demonstration van.



Big single fish 1,000 metres (3,280 ft.) down can be spotted with the Atlas 790 DS.

High power

The 790 DS 'sounder of the future' has a 51-element phased array transducer and a 4kW transmitting power to produce a ten-fold greater acoustic intensity when compared with the Atlas Fisch-finder 790.

It gives clear indication of big single fish down to 1,000 metres and easy detection of very small targets like krill, prawns, etc., down to about 100 metres.

High pulse intensity, combined with an extremely narrow beam width of six degrees by four degrees, results in high resolution being carried down to greatest depths.

In addition, electronic stabilisation of the beam's direction means that no signals are lost even if the boat is rolling as much as 25 degrees port or starboard.

The beam can also be swept transversely within a 38 deg. sector for improved searching of a larger area and to give clear indication of fish distribution.

Fishing on slopes can be carried out more efficiently and the narrow beam width eliminates side lobe phantom echoes and gives more accurate contour information on rough grounds.

The new equipment is already in production and the existing Fisch-finder 720, 740 or 780 models can be converted into the 790DS by the addition of the DS electronic unit and the 51-element transducer array.

Also on show for the first time was the Atlas Echograph 811 designed for vessels up to 85ft. or so.

This will be in production by the end of the year and offers normal sounding and a clear expansion on the one unit, thus saving wheelhouse space.

Two new Atlas radars — the 3900 for the smaller vessel and the 5800 for the larger vessel — were also on display.

Recorder being tried out

Sperry Marine Systems was showing its usual wide range of electronic equipment including the 8 in. and 12 in. Lauret 2000 day high-response radar recorder.

It was introduced at the Ayr show and is now selling very well.

On display for the first time was the Sperry SDR 3500 depth recorder; currently under evaluation, it is expected to be available shortly.

It features high power transducer (1,200 watts) three depth ranges with three selectable scales on each covering a range from 0 to 100 metres and 0 to 800 metres combined.

Expander

Also incorporated is an expansion of any narrow section of recording 0-1000 fathoms to full recording width, depth alarm indicator and a bottom line for separation of fish from the bottom, or other solid object. Paper speed can be varied as required.

The SDR 3500 power requirement is 11 to 150V at 115V a.c. (optional) at approximately 25 to 30 watts. When linked to the Sperry Depth Recorder-Flasher, it operates as a precision depth recorder/sensitive fish finder.

Pump firm on tour

VANROY LTD. of Stoke-on-Trent, UK agent for Deemil pumps manufactured by A/S Deemil of Aalborg, Denmark, now has a mobile demonstration unit.

The vehicle, currently touring the east coast, carries a comprehensive range of Deemil self-priming pumps from 1 in. to 4 in. in various configurations. This includes vertical marine pumps, proven light-duty pumps and DAE submersible sewage pumps.

At Catch '76, Vanroy displayed 14 different Deemil arrangements split between the mobile and a stand in the main marquee.

Under normal conditions, they are also easy to repair if damaged. Because they are lightweight in comparison to steel buoys, they can be positioned by smaller vessels.

Kempsafe marine buoys are manufactured to accept all types of navigation lanterns and can also accommodate radar reflectors, bells, whistles, and D.F. aids if required. They can also be manufactured with the colours of any marine buoyage system.

Moorings of various types and sizes are also made by KempSAFE.

GRP BUOYS

GALLEY ranges and ships' heating equipment from Kempeaf of Southampton are well known in the Scottish fleet.

Perhaps a less known aspect of the firm's work is the manufacture of marine navigation buoys. One was on display outside the main entrance to the show and smaller buoys were on the stand.

Built to a high standard of finish in GRP, KempSAFE buoys have been designed to minimise maintenance problems for port authorities and are virtually unsinkable under normal conditions.

Because they are lightweight in comparison to steel buoys, they can be positioned by smaller vessels. KempSAFE marine buoys are manufactured to accept all types of navigation lanterns and can also accommodate radar reflectors, bells, whistles, and D.F. aids if required. They can also be manufactured with the colours of any marine buoyage system.

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Sonic anti-fouling

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GRP clinker hulls for beach work

IN MY log of August 20 I replied to a query from a reader who wanted a simulated clinker-built GRP hull about 18 ft. long which he could complete himself for fishing from a beach.

I suggested that he contact a moulder of GRP hulls who had built one or two beach boats to WFA requirements and said that if I could locate any others, who might be able to supply him with a suitable hull, I would let him know.

I now have particulars of two GRP hulls in regular production which would have met his requirements almost exactly. Either of them might suit you very well should you be in search of a similar type of boat.

What he wanted was: "an exceptionally robust hull, fitted with at least two bilge runners on each side and a stout sole iron, suitable for running up a beach. Provision would have to be made in it," he wrote, "for fitting a stern tube as I would install an inboard engine."

GRP Norfolk beach boats, like the one below, are moulded by Stratton Long Marine at Blakeney.

One of the hulls which nearly meets all these requirements is a 16-footer moulded by Stratton Long Marine at Blakeney, Norfolk.

It is simulated clinker-built on the lines of a traditional Norfolk beach boat and designed for heavy duty. It is the smaller of two such hulls produced by the firm, the other being 18 ft. long.

Another is the clinker Pebble hull moulded by Pebble Boats at The Boat Yard, 60 Eastbourne Road, Hornsea, North Humberside. It is 16 ft. 4 in. 15 metres) long with a beam of 6 ft. 11 in. and weighs about 400 lb.

It is a scaled down version of Yorkshire cobbles, has a deep bow like a cobbler to facilitate launching through surf and a raked stern for beaching stern first through surf.

Wide heavy and tumblehome provide stability and plenty of working space; tunnelled stern gives maximum flow of water for propeller, and twin keels ensure the boat remains upright when beached.

This hull is also designed for heavy duty and has steel runners fitted to protect it when being hauled up stony beaches.

Although these two hulls are of the type sought by the inquirer and, therefore, the only ones likely to be of interest to him, another hull moulded by Pebble Boats may be of interest to you if you want a beach boat, but are not particularly keen on simulated clinker construction.

It is known as the Standard Pebble hull and its design is a cross between that of a cobbler and a dory. Its dimensions

are: 16 ft. 4 in. long, 6 ft. 11 in. beam, 15 metres) long with a beam of 6 ft. 11 in. and weighs about 400 lb.

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are: 16 ft. 4 in. long, 6 ft. 11 in. beam, 15 metres) long with a beam of 6 ft. 11 in. and weighs about 400 lb.

It is a scaled down version of Yorkshire cobbles, has a deep bow like a cobbler to facilitate launching through surf and a raked stern for beaching stern first through surf.

Wide heavy and tumblehome provide stability and plenty of working space; tunnelled stern gives maximum flow of water for propeller, and twin keels ensure the boat remains upright when beached.

This hull is also designed for heavy duty and has steel runners fitted to protect it when being hauled up stony beaches.

John Burgess' Log



Flow of water for propeller, and twin keels ensure the boat remains upright when beached.

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HIGH-PROTEIN FOOD RATIONS

"YOU ONCE described concentrated foods that you carry in your boat. Could you give us a brief description of those you would recommend us to keep on board and tell us where we can get them?"

The foods I described were initially produced for members of Antarctic expeditions. They included tins of compressed curry and rice, chocolate and nuts, and similar delectable concoctions with high calorie and vitamin content.

They came out of the tins in the form of slabs which you could either chew cold or put in a pan and heat.

They were made by Horlicks, but when the company merged with some other concern, it stopped production. And, despite repeated attempts to discover an alternative source of supply, I was never successful.

I did, however, locate a source of concentrated food of a different kind — food with a high calorie and vitamin content compressed into sticks of differing flavours.

Although you can't make a meal of the sticks, as you could with the Horlicks products, they serve very well to sustain you when you haven't time to eat normal meals.

They are about 4in. long and 1/2 in. diameter. One variety is chocolate-flavoured; others are vanilla, orange and peanut butter.

Although such flavours may not appeal to you when what you want is a grilled steak or bacon and eggs, they are palatable enough and will keep you from suffering from hunger until you can sit down to a proper meal. For this reason I can recommend them.

Since they are made by the Pillsbury Company in the USA, they are usually known as Pillsbury Food Sticks. I got mine through Camper and Nicholson's Marine Equipment Ltd. which would consider importing them if there was evidence of sufficient demand.

Until then the only concentrated food the company will normally supply will be its Seven Oceans Lifeboat Rations — 500 grams of vitaminised biscuit blocks and 500 grams of glucose blocks put up in waterproof packs in which they will stay edible for up to five years.

If the idea of food sticks does not appeal to you, one of these packs would serve as a reserve of concentrated food on board.

Camper and Nicholson's market these, incidentally, because it also supplies services for all and supplies everything required for lifeboats from buoyant mats to emergency radio telephones.

It also supplies pyrotechnics, lights, signalling and navigating equipment that you may need from time to time.

Since most items comply with LTL requirements and are, therefore, suitable for use in registered fishing boats, it might pay you to enquire if you don't appear on the south coast — to get a copy of the company's catalogue, it is obtainable from head office at 55 Northampton Road, Southampton.

ANY QUESTIONS?

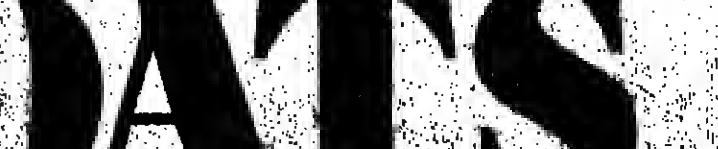
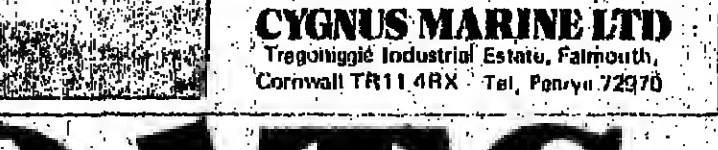
If you have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

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CYGNUS MARINE



The GM Range of hulls & complete boats.

Shown, centre, is one of the latest Cygnus Workboats on sea trials off the Cornish coast during a force 9 gale. The 32ft "Korall" which is now working off the shores of Sweden is just one of the large number of sturdy GM Range Fishing Vessels being exported.

The GM Range hulls have all the features of its well proven ancestors, heavy displacement, long straight keel, solid handling etc. The big difference is that it costs far less and there's next to no maintenance. All the hulls are built to a high standard of craftsmanship conforming with Lloyd's Fishing Boat Rules and W.F.A. requirements. In fact the GRP lamination is in excess with the hulls massive transverse frames on 18" centres and full length longitudinal ribs.

Have a look at a Cygnus Workboat, telephone Chris Brooks at Patrick Broy at Penryn T2970.

GM 26	GM 32	GM 36
L.O.A. 26'0"	L.O.A. 32'0"	L.O.A. 36'0"
Beam 9'6"	Beam 11'6"	Beam 13'10"
Draft 2'0"	Draft 4'0"	Draft 5'0"
Displ. 6.5 tons	Displ. 10.5 tons	Displ. 16 tons
Hull from £1650	Hull from £2400	Hull from £4500

